view to achieving better regulation of air transport services and taking into account the need for air transport services of different regions in the country. Subject to compliance of these guidelines, it is upto the airlines to provide air services to specific destinations depending upon the traffic demand and commercial viability.

Indian Airlines is, however, deploying nearly 16.2 percent of capacity against 10 percent mandated in Route Disbursal Guidelines for Category-II routes as a part of their social commitment. Government has at present no plans to review the existing guidelines. However, the suggestions made by Indian Airlines to improve its financial performance, arc considered from time to time by the Government and necessary action is taken keeping in view the social obligations- and other constraints.

Accident of an aircraft at Palam Airport

2373. SHRI ABANI ROY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether an aircraft of Indian Airlines rammed into the parameter wall of the Palam Airport as reported in all the newspapers on 9th March, 2002;

(b) if so, the exact loss suffered to the aircraft as a result thereof;

(c) whether Government have fixed any responsibility in this regard;

(d) if so, the details thereof; and

(e) the steps taken by Government to avoid such incidents in future?

THE MINISTER OF CIVIL AVIATION (SHRI SYED SHAHNAWAZ HUSSAIN): (a) On the night of 7/8 March, 2002, an Indian Airlines Airbus A-300 aircraft, VT-EFW, after routine maintenance check, while being taxied from the engine run-up bay to the domestic opcrtional area had a low speed impact with airport security wall.

(b) The detail of the damage suffered by the aircraft arc as under:—

1. The Nose Landing Gear got detached and it pierced through the bottom skin of fuselage causing heavy damage to it.
2. Both the engines, nose cowl, fan blades, fan cowls and thrust reverser cowls etc. were also badly damaged.

(c) An enquiry into this incident was ordered by Directorate General of Civil Aviation (DGCA) and the same has been completed. Persons whose failure caused this incident have been identified. However, the license of the Shift Engineer in-chargc was immediately suspended.

(d) The cause of the incident has been attributed to non adherence to standard procedure and not following the laid down requirement by some staff members.

(e) A number of recommendations have been made by the inquiry officer, compliance of which will help in preventing recurrence of such incidents.

Expansion of Bilaspur Airport

† 2374. SHRI DILIP SINGH JUDEV: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is any proposal to develop runway into a full-fledged airport at Bilaspur in Chhattisgarh;

(b) if so, what action would be taken for the expansion of this airport to make it more convenient;

(c) the proposed outline of the same; and

(d) what is the present capacity of Bilaspur Airport?

THE MINISTER OF CIVIL AVIATION (SHRI SYED SHAHNAWAZ HUSSAIN): (a) to (d) The Bilaspur Airport is suitable for 50 scatcr class of aircraft and the terminal building can cater for 20 passengers at a time. The Airports Authority of India (AAI) has no plans at present to further develop this airport?

† Original notice of the question was received in Hindi.